OITY INTELLIGENCE

For Additional City Intelligence see Fifth 1 age.

A BOLD ATTEMPT AT SWINDLING-THE Bogus Hoboren Bank.—Before Recorder Eneu, on Saturday, a man named Lewis Leaman had a hearing, charged with attempting to defraud the firm of Hagan, Boyd & Co., tobacco dealers. It appears that the accused called at the store, saying that he wished to purchase some tobacco. He was taken in charge by one of the salesmen, who sold the prisoner of bill of cigars and tobacco amounting to two thousand dollars. Leaman offered in payment for the goods a certificate of deposit on the North River Bank of Hoboken, N. J. He was informed by the firm that they could not accept the certificate until they had ascertained whether it was all right. Leaman remarked that he was perfectly satisfied, and left, saying he would return in an hour or During his absence, one of the firm, while looking over a New York paper, read an account of an alleged swindling concern called the "North River Bank, of Hoboken, N. J.," giving full particulars as to the character of said institution, their mode of doing business, etc.

The certificate was examined, and found to be upon the identical bank. Leaman soon after came in; he was sharply questioned; he said that the certificate was given him by a party in New He then produced an order from the individual authorizing him to make purchases and use the certificate in payment. The explanation being unsatisfactory, he was taken into custody by Detective Officer Samuel Henderson. and was held in \$2000 bail by the Recorder for

a forther hearing on Thursday next.

The following are the particulars in reference to the discovery of the swindle in New York, and the arrest of the officers of the bogus

On Thursday evening, Officer Robinson, of the Broadway squad, arrested two men named Samuel Jackson and G. W. Chadwick, on the complaint of Mr. George W. Hojer, of No. 274 Third avenue, who charged them with swindling. The prisoners were locked up for the night at police headquarters, and were on Saturday arraigned before Justice Dodge, at the Jefferson

Market Police Court. From the statement of the complainant and others, it would appear that for some months a system of swindling had been practised by the prisoners upon a gigantic scale under the name of banking. Within the time mentioned various persons have been in the habit of entering stores and brokers' offices, and either purchasing quantities of goods or else borrowing money, tendering in return checks on what surported to be an institution called the North River Bank, located at Hoboken, New Jersey. Should the person to whom the check was tendered heeitate about taking it, he would be re-ferred to the banking house of G. W. Chad-wick & Co., No. 64 Wall street. Should a mes-senger be sent there he would be assured that the institution, although a new concern, was considered perfectly reliable and sound, and, of course, with such an indorsement, the check would be taken. Chadwick's readiness to indorse the concern may be accounted for from the fact that he is alleged to have been the

In a short time, however, strange rumors began to be circulated. It was stated that the checks so freely circulated were not cashed when presented at the bank in Hoboken; that the bank, in fact, only consisted of a small office in Hoboken, presided over by a young man who, when invited to cash the checks uttered by the employers, invariably responded that he had no money, and knew nothing about the

Strange as it may appear that such a mode of doing business could be allowed to exist for any length of time, it is stated that more than \$200,000 have been realized by the principals in

At length their career has been brought to a close, at least for the present, in the following manner:—On the 28th of June, Jackson, one of the prisoners, called upon G. W. Hojer, the complainant above mentioned, and asked him to cash a check for \$32.65 on the above bank, alleging that as it was dated July 7, ne could not get it cashed before that date. After some hesitation, and after repeated assurances from Jackson that it was perfectly good and would be cashed at maturity, he took the check and gave Jackson the amount asked for. He called upon Chadwick, and was assured by him that the check was all right, and would be paid on pre-

sentation at the bank in Hoboken.
On the 7th instant Mr. Hojer called at the office wherein the "bank" is located, in Hoboken, and was there assured by the young man in charge that he had no money, and could pay no checks. Satisfied that he had been swindled, Mr. Holer caused the arrest of the accused, as already mentioned above.

FREAKS OF THE LIGHTNING .- During the heavy shower of rain on Saturday afternoon, the hightning struck in various parts of the city, The hotel and stable at Sixth and Girard avenue, belonging to John Berkenstock, were struck. At the former only a few bricks were displaced, but at the latter two horses were killed, and two were stunned. One of the animals killed was deemed of considerable value. About the time of this occurrence a woman was stunned at Sixth street and Co-lumbia avenue while standing in a deorway. She had a washbasin in her hand, which knocked from her grasp and carried some dis-tance. The saw-mill on Beach street below Brown, was set on fire by a stroke of lightning, but no damage was done.

A house on Jamison street was struck; also one at the northeast corner of Thirteenth and Ellsworth streets, and a flag-staff on a schoolhouse in the Fitteenth Ward. At Fairmount and other points on the Schuylkill hall fell in large quantities and of unusually large size. large quantities and of unusually large size.

A large brick building on the west side of the Schuylkill, below Spruce, attached to the American Car Works buildings, was also struck by lightning and entirely demolished. The building was over two hundred feet long, built of brick, and tested upon arches. It has not been occupied for over two years. The building fell as if the arches had been suddenly pulled from under it.

PERILS OF THE WATER.-Yesterday, about noon, Thomas Hunter, aged ten years, and Hugh Tinney, aged ten years, went in to bathe in the Schuylkill, near the Point Breeze Gas Works, leaving James Hunter, aged thirteen years, on the bank, undressing. Neiwher of the boys could swim, and the water at the point where they went in was deep, in conse quence of the tank being washed away; the two, therefore, sunk as soon as they got into the water, when James Hunter jumped in to save them, but he also went down, and was drowned with the other two. The body of Hun-ter was recovered and taken to the home of als parents, near the Gas Works, where Coroner Taylor held an inquest. The bodies of the other boys had not been recovered up to a late

hour.

Robert Jeffries, residing at Thirteenth and Pilbert streets, tell into the Delaware, at Vine street wharf, on Saturday night. In his descent he came into contact with a boat, and broke his He was rescued, and taken to the hospital by Officer Russell, of the Fourth Police District A man named Patrick Poole was drowned yes-terday afternoop, while bathing in the large tub at Smith's Island. His body was soon recovered, and an inquest held, and a verdict of accidental drowning rendered.

An inquest was held on Saturday on the body of Peter Muslock, drowned in the Delaware on Friday afternoon, A verdict of accidentally drowned was rendered.

THE FIRE DEPARTMENT .- The Franklin Engine Company, of Germantown, received their new steamer on Saturday. She weighs 4500

pounds, and is finished in admirable style.

The steamer belonging to the Independence Hose Company has been thoroughly overhauled, and is now in excellent condition. The Company have also purchased 700 feet of new steam

The Fairmount Hose Company have ordered a cylinder of new steam forcing hose.

There were fourteen fires last week, two of

which were very heavy.

CAVING IN OF A CULVERT .- For two weeks past, at Twenty-first and Pine streets workmen have been leisurely at work repairing a slight breach made by a caving in of the earth at the intersection of the two streets; but the damage was so slight that the passenger cars were not delayed in their trips. The heavy thunder storm at 4 o'clock on Saturday after-noon, did great havoc in this quarter. The tor-rents of rain tore out the earth to a depth of thirty feet, and to a length and breath of nearly lifty leet. Providentially, the laborers had just left their work, so that no lives were lost or any injuries sustained.

At 6 o'clock yesterday afternoon, the Delaware steam fire engine set to work to pump out the water from the crevasse, and in several hours the way was clear for repairs. It is to be hoped that immediate and energetic measures will et on foot to remedy this accident ere another like tornado (a very probable accommonment of the present sultry weather) be allowed to undermine the foundations of surrounding buildings. At Eighteenth and Pine streets, an explosion ook place during the storm, throwing up the

cobble stones and causing a hole large enough to impede the travel of the Pine Street Railway. even the horses having to be unhitched in order to allow the cars to pass.

CHAPTER OF CASUALTIES. - John Kane, a lad, was kicked in the face by a horse on Saturday afternoon, at Eighth and Washington streets, and was severely injured. Christian Shingle, eighteen years old, was run

over by the Washington Hose carriage, at Nagle's Hill, Germantown, on Saturday, and had a leg broken.

Early on Sunday morning an unknown man was found on the track of the Baltimore Railroad, near Chester. He was mangled in a most shocking manner, the wheels having passed along the right side of the body, cutting the neck, crushing the arm, leg, and foot. The man was still alive when found, but died soon after being brought to the Pennsylvania Hospital. There was nothing to indicate the name or residence of the deceased. He wore dark pants a light linen cost, and blue necktie. Those who first discovered the man thought they could understand him to say his name was Whittaker.

SPIRITUAL FRAUDS .- Mr. B. F. Urwiler. Assessor of the Nineteenth Ward, made a visit last week to the distillery of Messrs, Dobson & Co., No. 1006 Richmond street. The still, located in the rear part of the building, was in full operation at the time. The parties, it is charged, were distilling without a license from the United States Government. Deputy United States Marshals Crombarger, Godwin, and Schuyler arrested the parties concerned on Saturday morning. They will have a hearing petere United States Commissioner Smith to-day.

A SHAMEFUL OUTRAGE .- George White was before Alderman Dougherty on Saturday, on a charge of assault and battery upon Mrs Annie Bachman, of No. 1750 Germantown road. The accused was held in \$2000 bail to answer.

MATTERS OVER THE RIVER.

CAMP MEETINGS .- The season for holding the usual annual camp meetings is near at hand, and preparations are in progress to have everything in readiness. A number have already been projected, but the grandest of them all will be that gotten up by the Methodist Centenary Committee of the New Jersey Annual Conference, which will take place in a fine and elegantly adapted grove near the Car-penter's Lauding Station, on the West Jersey Rail-road, on the 6th of August. This will be a very in-teresting affair, as able and distinguished ministers from various sections of the country will be present from various sections of the country will be present to participate in the ceremonies incident to the occasion. Extensive preparations have been made to accommodate a large number of people. The camp or woods meeting which was held last year at Seaville, Cape May courty, will be repeated this year, arrangements having been made for that purpose. This meeting b'ds fair to be highly interesting.

IMPROVEMENTS .- The improvements now in progress in Camden are more extensive and numerous than for many years past. Some seventy-live new buildings are in process of erection, streets are being curved and paved, and a number of substantial culverts laid. All these will contribute to the inture westare and development of Camden, and notwithstanding this rapid increase of dwellings, there is greater demand for them than there is supply. Efforts were made last fall and winter to secure the erection of some five hundred buildings by a joint-stock company, but it never eventuated in anything tangible. It would be a good measure, and ought to be carried out at the earliest practicable day.

ALLEGED INFANTICIDE.-A day or two since a woman named sarsh Adkins was taken into custody, on a charge of having destroyed her infant child by throwing it down a sink on Cooper street, below Second, where its body was found in a forward state of decomposition. Coroner Roberts held an inquest, and also had a post mortem exa-mination of the body made, but the physicians were urable, from the testimony elicited, to determine whether the child had met with a natural or violent death. The mother, however, was held for turther

Horse-Car Railboad.-The gentlemen who obtained a charter last winter, authorizing them to build a Horse-car Passenger Ruiroad from Cooper's to Kaighn's Point, Camden, have completed the organization of their Company, and, it is said, will commence building the road at an early day, and will prosecute it to completion with all due and practical rapidity. This road when finished will be decidedly advantageous to the people and profitable to the Company.

CARS BROKEN .- A day or two ago, while some workmen were drilling cars on the grade at Amboy, the cars got loose and ran down with such violence that they were forced through a wall in a paint shop, three feet in thickness breaking every-thing with which they came in contact, and doing damage to the amount of \$5000. Fortunately, no one

NEW RAILROAD .- On Saturday the books of subscription to the stock of the new railroad which is to be built from Bridgeton to Port Norris, were opened at the former place. This road is to form a connection with the West Jersey road, and will open a section of South Jersey which has long feit the necessity of better facilities to bring its productions

AFTER THE HAWKERS .- Mayor Evard, of Atlantic City, has set a watchful eye on the pedders and hawkers who go down there and attempt to sell goods without taxing out the necessary license, according to law. Several have already been fined for this violation, and it would be well for those who contemplate going there to bear this fact in mind.

RAILROAD ACCIDENT,-A day or two since a man named James Stout, employed on the Camden and Amboy Railroad, was struck by the locomotive and so severely injured that he is not likely to recover. He belonged to South River, whither he was conveyed.

DROWNED .- An evening or two since a boy named Benjamin Barnes, about fitteen years of age, went into the Rancocas creek to bathe, and was unfortunately drowned. He resided with Barelav Haines, at Hainesport, Burington county. The body was soon after recovered.

NEW MILITARY ORGANIZATION. - The Soldiers' and Sailors' Club of Camden have rented the large hall under the Union League room, for meeting purposes, and have taken steps to form a new military organization.

RECOGNITION.—To-morrow, Tuesday, the congregation worshipping in the Pearl street Baptist Church, Bridgeton, will be constituted a charch organization. The recognition services will be held in the evening, and a number of ministers will be

A NEW SOURCE OF QUININE. - A paper read before one of the scientific societies of England contends for the existence in the texture of anipals of a substance closely resembling quinine Heary Bence Jones and Dr. Dupre found that animal substances contain a substance which exhibited a fluorescence similar to quinine. This substance can be shown to exist in the living and dead textures. Every texture was examined. and in every one this substance occurred. The lenses of the eyes, from their transparency, are, above all others, most suited for experiments. The snimal quinoidine, as the authors have named it, is procured from the other textures in the fellowing manner:—The kidney, for instance, is treated with diluted acid, neutralized with alkali, and then extracted with ether. As regards the amoent of fluorescent substance in different parts of man, the kidneys, cartilages, hver, and lenses seem tolcontain most, but no ery accurate estimation could be made.

AMUSEMENTS.

RISLEY'S CONTINENTAL NEWS
EXCHANGE.
Choice Sents to all places of Amusement may be had
up to 6% o'clock any evening. GRAND NATIONAL CONCERT FOR THE BENEFIT OF THE

SOLDIERS' AND SAILORS' NATIONAL ORPHANS' HOME FUND,

UNDER AUSPICES OF THE SOLDIERS' AND SAILORS' UNION WASHINGTON, D. C.,

AT GROVER'S THEATRE, On Thursday Evening, August 2, 1863

200,000 tickets will be sold at \$1 each-75,000 presents awarded, valued at \$250,0001 \$25,000 of the profits to be given to the Soldiers' and Saliors' National Orphans Home Fund, \$2500 to the Washington Male and Female Orphan Asylum, the balance, after deducting expenses, to be paid to the Treasurer of the Soldiers' and Saltors

Union, of Washington, D. C. TICKETS CAN BE OBTAINED AT THE OFFICE OF WILLIAM E. OWENS, NO 527 CHESNUT STREET; ALSO, SENT TO ANY POST OFFICE IN THE COUNTRY PROMPILY BY MAIL.

LIST OF PRESENTS TO BE AWARDED: each... 16 640 Tea and Table Spoons etc., \$2 to \$5 each... 10,000 Gold Pens, Sieove Butions, etc., \$1 to \$3 49.453 Books, Cutlery, Engravings etc., \$1 to \$10 50,000

mrades.

MANAGING DIRECTORS,
Major H. A. HALL,
President Soldlers' and Sallers' Union
clonel Charles E. Capehart,
Major M. H. ALBERGEB,
WILLIAM S. MORSE. J B. HUTCHINSON, Esq . Cashier National Bank of the Metropolis.

All persons tavorably disposed are requested to act as agents, but no commissions will be allowed.

Money should in all cases be sent by Post Office order, draft, express or registered letters.

In every case send the name and Post Office address, county and State of each separate subscription and inclose stamp. All orders for tickets must be addressed to William S. MOR-E.

Secretary Soldiers' and Sallors' National Concert, Washington, D. C., Lock Bex No. 32. Tickets also for sale by

F. NOLENS & CO.,

F. NOLENS & CO,
General Agen s,
No. 210 West FOURITH Street,
Wilminston. De aware.
Theasury Department, Office of Interest. He enure,
Washington, June 27, 1866.
Washington, June 27, 1866.
Washington, D. C., on the 2d of August next have made due application to L. Clephan, Collector of Internal Resenue for the Collection District of the District of Columbia, for permission to hold a lottery, rattle, or gift enterprise, and presented to him satisfactory evidence that the proceeds of said lottery, raffle, or gift enterprise will be devoted to charitable uses, permission is hereby granted to such "Managing Directors" to hold such lettery, raffle, or gift enterprise resefrom a charge, whether from tax of license, in respect to such lottery, raffle, or gift enterprise.

Refer, by permission to

raffle, or girt enterprise.

Refer, by permission, to
Major-General Winfield S. Hancock, U. S. A.
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General J. N. Hendrick, Iowa.
General D. C. McUniam, D. C.
General D. C. McUniam, D. C.
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Hon. Themas W. Ferry, M. C., Mich.
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D. C. Forney, Esq., D. C.
Major J. F. Doughty, N. Y.
Hon. Richard Wal ach, Mayor of Washington, D. C.
Hon. Richard Wal ach, Mayor of Washington, D. C.
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Ben. William A. Newell, M. C., N. J.
Hon. George W. Julian, M. C. Ind.
Hon. J. B. Gilmel, M. C., Iowa.
Major G. M. Van Buren. N. Y.

6 23 Im

VA/ A.L. N. U.T. S.T. K.E. E.T. T. H. E. A.T. K.E. 6 23 lm

Major 6. M. Van Buren. N. v. 6 23 lm

WALNUT STREET THEATKE.—

THIS (Monday) EVENING, July 16,
Boucleault's great Drama of
JESSIE BROWN;
OR. THE RELIEF OF LUCKNOW.

Act II—Signal of the Clock of the Mosque.
Act III.—The Charge of the Highlanders.
The Charming Original Music.
MISS EFFIE GERMON
In her admirable performance of "Jessie," will sing snatebes of beautiful Scotch melodies.
And also the Nautical Spectacular Drama of
THE LOST SHIP.

MISS EFFIE GERMON'S BENEFIT, for which occasion will be presented the Oriental Pagean

for which occasion will be presented the Oriental Pagean of ALANDIN; OR. THE WONDERFUL LAMP.

V ALER'S (LATE MILLER'S) WINTER

V ALER'S (LATE MILLER'S) WINTER

GANDEN-NOS. 720-726 VINF Street.

GRAND INSTRUME TAL CONCERTS

NIGHTLY.

By two large and efficient orchestras.

TO NIGHT,

And EVERY NIGHT in connexion with our

EXCLUSIOR STRING BAND,

a Brass Band, comprising the best Artists in the city
will berform. will periorm.

OPEN FOR THE SEASON.

Our spacious Sun mer Garden, artistically laid out with Shrubbery, Fountains etc.

IN THE LADIES' SALGON.

Especially set apart for F. MILIES, the best of Creams and other Refreshments will be served.

6-165

GYMNASIUM

FOR LADIES, GENTLEMEN, AND CHILDREN, N. E. CORNER OF NINTH AND ARCH STREETS. OPEN EVERY DAY AND EVENING, ALL SUMMER.

Bodily exercise imparts health and strength, the best preventive against sickness of the coming summer.

A 24 Jm Processors HILLEBRAND & LEWIS. THE PIANOS WHICH WE MANU-If E v v f facture recommend themselves, we promise to our patrons clear beautiful tones, elegant workman ship durability, and reasonable prices combined with a rull guarantee. For sale only at No. 1017 WALNUT 5 286 UNION PIANO MANUFACTURING CO.

INSURANCE COMPANIES.

T H E P R O V I D E N T LILE AND TRUST COMPANY,

Incorporated by the State of Pennsylvania, Third Month 22d 1855. INSURES LIVES, ALLOWS INTERS.

TEREST ON DEPOSITS, and GRANTS ANNUITYES. CAPITAL, 8150,000.

DIRECTORS
Ley, Richard Cadbury,
Ley, Henry Haines
Ley, Henry Haines
Tris, T. Wistar Brown,
William C. Longstreth,
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SAMUEL R. SHIPLEY, President.
SAMUEL R. SHIPLEY, President.
T 285 Bamuel R. Shipley, Jeremiah Hacker, Joshus H. Morris, Hichard Wood, ROWLAND PAREY, Actuary OFFICE No. 111 S. FOURTH STREET.

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COMPANY.
COMPAN On Merchanduse generally. On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY
November 1, 1865.
1100,000 United States 5 per cent, loan 'H... \$95,000 00 120,000 Treasury Notes 94,375 00 100,000 State of Pennsylvania Five Per Cent 100,000 State of Pennsylvania Five Per Cent
Loan. 90,555-00

54,000 State of Pennsylvania Six Per Cent
Loan. 53,250-00

25,000 City of Philadelphia Six Per Cent
Loan. 112,812-50
gage Six Per Cent Bonds. 20,000-00

25,000 Pennsylvania Railroad Second Mortgage Six Per Cent Bonds. 23,750-00

25,000 Western Pennsylvania Railroad Mortgage Six Per Cent Bonds. 23,750-00

15,000 Western Pennsylvania Railroad Mortgage Six Per Cent Bonds. 23,750-00

20,000 Western Pennsylvania Railroad Mortgage Six Per Cent Bonds. 12,750-00

21,750 July Share Stock Germantown Gas
Company, principal and interest
garanteed by the City of Philadelphia. 13,537-50 7.150 143 Shares Stock Pennsylvania Rail-5.000 100 State of Tennessee Five ler Cent. 8,580-00

81,036,850 Par. Marset value....\$096,500-60

2.910 00

\$1.253 639:18 Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Theophilus Paulding,
John R. Penrose,
James Traquair,
Henry C. Dahett Jr.,
James C. Hand,
William G. Boulton,
Joseph H. Seal,
Georae C. Leiper,
Hugh Craig,
Bobett Burton,
John D. Taylor,

Henry C. Davis,
H. Jones Brooks,
James B. McFarland,
Joseph H. P. Lyre,
Soencer McIvain,
John D. Taylor,
TEOMA'S C. PAND President
JOHN C. DAVIS, Vice President Thomas C. Hand, John C. Davis, Edmund A. Sonder, Theophilus Paulding, John R. Penrose, John R Fenrose, James Traquair, Henry C. Dahett Jr., James C. Hand. William C Ludwig, Joseph H. Seal, George C. Leiper, Hugh Craig, Bobert Burton,

NORTH AMERICAN TRANSIT INSURANCE COMPANY. No. 133 South FOURTH Street

PHILADELPHIA. PHILADELPHIA.

Annual Pelicies usued against General Accidents all descriptions at exceedingly low rates.

Insurance effected for one year in any sum from \$10 to \$10 000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.

a compensation each week equal to the whole pre-mium paid.

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of \$3000, or giving \$15 per week it disabled to be had at too General Office, No. 133 S. FOURTH Street, chiradel-phia, or at the various Railroad Ticket offices. Be sur-to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the Tombany.

General Office, or of any of the authorized Agents of the Company.

LEWIS L. HOUPT, President:
JAMES M. CONRAD, Treasurer HENRY C. BROWN, Secretary,
JOHN C. BULLITT, Solicitor
I IRECTORS.

L. L. Houpt, late of Pennsylvania Railroad Company M. Baird, of M. Baldwin & Co.'s.
Samuel C. Palmer Cashier of Commercial Bank.
Bichard Wood, No. 309 Market street
James M. Conrad, No. 622 Market street,
J. E. Kingsley, Continental Hotel.
H. G. Lefsenring, Nos 227 and 239 Dock street.
Samuel Work of Work, McCouch & Co.
George Martin, No. 322 Chesnut street 13 10m

1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY OF

PHILADELPHIA. Assets on January 1, 1866, \$2,506,851'96.

 Capital.
 \$400,000 0

 Accruet.
 Surplus.
 944 543 15

 Premiums.
 1,162,308 87
 UNSETTLED CLAIMS. INCOME FOR 1866 \$11.467.55. \$310.000. LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms. Charles N Bancker,
Tobias Wagner,
Samuel Grant,
George W. Richards,
Isaac Lea,
CHARLES N. BANCKER, President.
JAS. W. MCALLISTER, Secretary protem. 2 2 1123

GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 415 WALNUT STREET, PHILA DELPHIA CAPITAL PAID IN, IN CASH, \$200,000.

This company continues to write on Fire Risks only Its capital, with a good surplus, is saiely invested. 701 Losses by fire nave been promptly paid, and more than \$500,000

Disbursed on this account within the past few years,
For the present the office of this company will No. 415 WALNUT STREET,
But within a few months will remove to its own N. E. CORNER SEVENTH AND CHESNUT STREETS. Then as now, we shall be happy to insure our patrons a such rates as are consistent with safety.

THOMAS CRAVEN,
SURMAN SHEPPARD,
TLOS. MACKELLAR,
JOHN SUPPLE E.
JOHN W. CLAGHORN,
SILAS YERKES, JR.,
THOMAS CRAVEN, President
ALFRED S. GILLETT, V. President and Treasurer.
JAMES B. ALVORD, Secretary.

1195

DHENIX INSURANCE COMPANY OF PHI LADLIPHIA:

1NG GEFORATED 1804—CHARTER PERPETUAL.

1NG 224 W ALNUT street, opposite the Exchange.
In addition to MARINE and INLASD INSURANCE this Company insures from loss of damase by FIRE, on liberal erms on buildings, merchandise, armiture, etc., for limited periods, and permanently on buildings, by deposit of premium

ior limited periods, and permanently on bundings, by deposit of premium
The Cempany: as been in ac ive operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

Discrete David Lewis,
John T. Lewis,
William S Grant.
Robert W. Leaming,
D. Clark wharton,
Samue liwiteox.
Samuel, Wilcox. Secretary.

Bunder of bundings, but the prompt of the SAMUEL WILCOX. Secretary.

FIRE INSURANCE EXCLUSIVELY,—THE PENNSYLVANIA FIRE INSURANCE COM PANY—Incorporated 1825—Charier Perpetual—No. 100 WALNUT "treet, op. onic independence "quare.
This Company, tavorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings either permanents or for a limited time, Also on Furniture Stocks of Goods and Merchandise generally on liberal sections. terms
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

Daniel Smith Jr., John Devereux
Alexander Benson, Thomas Smith
Isaac Harlehurst, Henry Lewis,
Thomas Robins,
Daniel Haddeck, Jr.
Daniel Haddeck, Jr.

Daniel Bull H. Jr. Presidest WILLIAM G. CROWELL, becretary

RAILROAD LINES.

READING RAIL BOAD

BEOM PHILADELPHIA TO THE INTERIOR OF PENESTLVANIA, THE SCHUTLRILL, SURQUE HANNA, UMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS. CANADAS.
SUMMER ARBANGEMENT OF PASSENGER
TRAIN*, June 4, 1868.
Leaving the Company's Depot, at THIRTEENTH an
CALLOWHILL Streets, Philadelphia, at the follow n

MORNING ACCOMMODATION.

MORNIN'S ACCOMMODATION.

At 7:30 A. M. for Reading and intermediate Statio

At 8:15 A. M. for Reading Lebanon, Harrisburg, Pot
ville, Pinegrove, Tamaqua, Sunbury, Williamspo
Limira, Rochesser, Nia, ara Falis, Buffalo, Alentow
Wilk-sharre, Pitiston, York, Carlisle, Chambersburg

Historicom, etc. etc. Clumbia Balivad trains for Chamborshur Wilk-shore, Pittston, York, Carlish, Chamborshur Begerstewn etc. etc.

This train connects at READING with East Pennsylvania Balivad trains for Allentown etc. and the Leban n Valley train for Harrisburg etc.; at PORICLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Fimira, etc.; at HARRIS-bURG with Northern Central Cumberland Valley, and Schuvikill and Susquehanna trains for Northumberland, Williamsport, York Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 330 P.M., for Reading Pottsville, Burrisburg etc., connecting with Bessling and Columbia Balivad trains for Columbia Balivad trains for Columbia.

READING ACCOMMODATION.

Leaves Bessling at 840 A.M., stopping at all way stations, a riving at Philadelphia at 850 A.M., Returning, leaves Philadelphia at 850 A.M., Trains for Philadelphia at 850 A.M., arrives in Reading at 7:55 P.M., And Pottsville at 8:45 A.M. arriving in Philadelphia at 1:10 P.M., Attendoon trains leave Harrisburg at 2:10 P.M., Pottsville at 2:45 P.M., arriving in Philadelphia at 6:45 P.M., ARRISBURG ACCOMMODATION.

at 6 45 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 7:30 A. M. and Harrisburg at 4 10

P. M. Connecting at Reading with Atternoon Accommodation south, at 6 30 P. M., arriving in Philadelphia 10 P. M.

medation south, at cour F. M., arriving in Philadelphia 910 F. M.

Market train. with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Downlastows at 22 30 F. M., for Philadelphia and all way stations. All the above trains run daily, sundays excepted.

Sunday trains leave Potaville at 800 A. M. and Philadelphia at 315 F. M. Leave Philadelphia for Reading at 800 A. M.; iteruming from Reading at 435 F. M.

CHESTER VALLEY RAILROAD.

Passengers to Downlindown and intermediate points

Passengers for Downingtown and intermediate points ake the 7:30 and 8:15 A. M. and 5:0 P M. trains from hi adelphia, returning from Downingtown at 6:35 A. M. and 12-30 noon. NEW YORK EXPRESS FOR PITTSBURG AND THE NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A.M., and 8'60 P.M., passing Reading at 1'45 and 11 53 A.M. and 1'48 P.M., and connecting at Harrisburg with Pennsylvania and Northern Central Baliroad express trains for Pittsburg, Chicago. Williamsport, Fimira, Baltimore, etc.

Beturoling, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 9'65 A.M. and 3'15 P.M., passing Reading at 4'49 and 10'32 A.M., and 19'30 P.M., and arriving in New York at 10 A.M. and 2'45 P.M. Sleeping cars accommany these trains through between Jersey City and Pittsburg, with out change.

out change.

A mail train for New York leaves Harrisburg at 2:10 P.

M. Mail train for Harrisburg leaves New York at 11 M.

SCHUYLKILL VALLEY RAILROAD

Trains leave Poitsville at 7 and 11:30 A. M., and 7:16
P. M. returning from "smaqua at 7:35 A. M. and 146
and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD,
Trains leave Auburn at 7:50 A. M. for Pinegrove and
Harrisburg, and 1:50 P. M. for Pinegrove and Tremont,
returning from Barrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

TICKETS

Through first-class lickets and emigrant tickets to all
the principal points in the North and West and Canada,
ibe following tickets are obtainable only at the effice
of S. BRADFORD, Treasurer, No. 227 S. FOURTH
Street, Philadelphia, or of G. A. NICOLLS, General
Superintendent, Beauing:—

COMMULATION TICKETS

At 25 per cent, discount, between any points desired,
for lamilies at d firms.

MILEAGE TICKETS,
Good for 2000 miles, between all points, 852:50 each, for
families and firms

SEASON TICKETS.

For three, six, nine, or twelve months, for holders
only, to all points, at reduced rates out change.

A mail train for New York leaves Harrisburg at 2 10 P

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished caras entitling themselves and wives to tickets at hall fare.

EXIURSION TICKETS

From Philadelphia to principal stalicins, good for Sa tuiday, Sunday, and Monday, at redneed fare, to be had only at the licket office, at THILTELNTE and CALLOW HILL Streets

FREIGHT.—Gooss of all descriptions forwarded to all the above noints, from the Company's new Freight Denot, BROAD and WILLOW streets.

FREIGHT.—Goess of all descriptions forwarded to all the above boints, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadel phia daily at 5 39 A. M., 12 45 noon, and 5 P. M., for Reading. Lebanon, Harrisburg, Pottsville Fort Clinton, and all points beyond.

Close at the Fhiladel phia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

815

HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and aver WEDNESDAY, May 16, 1866,
FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3*10,
354, 4, 5, 554, 6, 7, 8, 9, 10, 11, *2 P. M.
Leave Germantown 6, 7, 756, 8, 8 20, 9, 10, 11, 12 A. M.,
1, 2, 3, 4, 44, 6, 64, 7, 8, 9, 10, 11 P. M.
The 8 26 down train, and 356 and 556 up trains will no

1, 2, 3, 4, 44, 6, 6%, 7, 8, 9, 10, 11 P. M.

The 826 down train, and 3% and 5% up trains will no stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9:10 A. M., 2, 3, 8, 10% P. M.

Leave Germantown 8 A. M., 1, 4, 5%, 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, and 11 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M.

1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9:10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:40 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7:40 minutes A. M., 12:40, 6:40, an 9:25 minutes P. M.

Leave Chesnut Hill 7:40 minutes, A. M., 12:40, 6:40, an 9:50 minutes, 11:40 minutes A. M., 12:40, 6:40, an 9:50 minutes, 11:40 minutes, 11:40

ON SUNDAYS,
Leave Philadelphia 9 A. M. 2% 4, and 7% P. M.
Leave Manayunk 7% A. M. 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent,
Depot NINTH and GREEN Streets

W. S. WILSON, General Superintendest.

W. S. WILSON, General Superintendest.

Depot NINTH and GREEN Streets

North PENNSYLVANIA RAILROAD.—

Depot THERD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES, BARRE.

At 736 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkes barre.

At 3-36 P. M. (Express), for Bethlehem, Easton, etc reaching Easton at 6-45 P. M.

At 5 15 P. M., for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 8-35 A. M., 2-36 and 4-18 P. M.

For Lansdale at 6-15 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6-25 A. M., 3-15 and 5-30 P. M.

Leave Lansdale at 6-00 A. M.

Leave Lansdale at 6-00 A. M.

Leave Fort Washington at 10-50 A. M., and 2-15 P. M.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 2-30 P. M.

Doylestown for Philadelphia at 7-20 A. M.

Bethlehem for Philadelphia at 7-20 A. M.

Through Tickets must be procused at the ticket offices.

THIRD Street or BERKS Street.

SELLIS CLARK. Agent.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, July 16, 1866 Leave Philadelphia as follows:—

follows:—

For ape May, 9 A. M., Mail: 2 P. M., Accommodation: 4 P. M., Fast Express

For Bridgeton, Salem, and intermediate points, 8 A.

M. and 330 P. M.

For Miliville, and intermediate points, 8 A. M. and 2 P. M.

Woodbury Accommodation, 6 P. M.

RETURNING:

Leave Cape May at 6:30 A. M., Mail: 9 A. M., Fast Express: 5 P. M. Express

16 20 P. M.

Leave Salem 7 A. M. and 3 80 P. M. Freight

Leave Salem 7 A. M. and 3 80 P. M. Freight

30 P. M. Leave Salem 7 A. M. and 3 35 P. M. Freight 5 45 P. M. Leave Millville 6 55 A. M. and 6 38 P. M. Freight 11 93 A.M. Freight will be received at Second Covered Whari below Walnut street, from 7-98 A.M. until 5-98 P.M. That received before 9-60 A.M. will go through the same Freight Dellvery, No 228 S. DELAWARE Avenue. J. VAN RENSSELAER, Superintenjent.

The West Jersey Fxpress Comp*ny will attend to all the usual branches of Express busine. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia. Senger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

12

18CC -PHILADELPHIA AND ERIE RAIL
BOAD.—This great ine traverses the Northern and Northwest Counties of Pennsylvania to the City of Frie on Lake Erie it has been leased and is operated by the Pennsylvania Bailroad Company.

Time of PASSENGETRAINS AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train, 7 a. M.; Erie Express Train, 1 P. M.
Leave Westward—Erie Mail Train, 7 a. M.; Erie Express Train 12 M.
Passenger care run through on the Erie Mail and Express trains both ways between Philade phila and Erie-press trains at 44 p. M. Arrive at Erie 9.30 a. M. Leave New York at 9 A. M. arrive at Erie 9.30 a. M. Leave Frie at 44 p. M., arrive at New York 40 P. M. Eleas and Sheebing Cars on a 1 the hight trains.

For information respecting bassender business, apply at corner THETIE; H. and MARK-IT S reets Phila.
And for treight business, of the Company's Agents, S. R. Kingston Jt., corner Thirdenth and Market streets Philadelphia; J. W. Reynolds, trie: William Brown, Agent N. C. R., Baltimore.

H. W. OWINNER General Ticket Agent, Phila.
A. L. TYLLER General Sup't, Williamsepore. RAILROAD LINES.

PHILADELPHIA, WILMINGTON. AND BAL
TIMORE BALLROAD.

Commencing MONDAY, July 2, 1955. Trains will
lea a Depot, corner of BROAD Street and WASHINGTON Avence, as follows:—
Express Train at 4 15 A. M. (Mondays excepted), for
Baltimore and Washington stopping at Chester, Wilmingron. Newark, Elsten. Northeast, Perryville, Havre,
de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and
Stemmer's Run.

Way Mail Train at 8 15 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations between Philadelphia and Baltimore,
Delaware Railroad Train at S.A. M. (Sundays excepted), for Princess Anne. Milford, and intermediate
stations. cepted), for Princess Anne. Milford, and intermediate stations.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington, stopping at hester, (Jaymont, Wilmington, Newars, Fikton, Northeast, Perryville, Havre de Grace, Aberdeen, Perryman's, Edwowood, Magnella, Chase's, and Stemmer's Rua. I.

Sight Express at 11 P. M. for Baltimore and Washington. ington.

Fassengers by Boat from Baltimore for Forcess Men-ree Nortelk, City Point, and Richmond, will take the ree Nortcik, City Point, and Riommone, Trains, 11 45 A M. Tain, Wil.MINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wil-Stopping at all Stations between Philadelphia and Wilmington
Leave Philadelphia at 9 A. M., 12 39, 429, 6, and 11 20
P. M. The 4 30 P. M. train connects with Delaward
Railroad or Harrington and intermediate stations.
1 cave Wilmington at 6 39, 7 15 and 9 30 A. M., 4 and 8 30
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia.
Trains for New Castle seave Philadelphia at 3 A. M.,
4 30 and 6 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A. M., 4 35 and 10 P. M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 728, 755, 10 14 and 11 40 A. M., 4 43,
5 10, 7 26, and 10 35 F. M.
FROM BALTIMORE TO PHILADELPHIA.
1 cave Sattimore 7 45 A. M., Way-mail 9 20 . M.,
Express. 1 10 P. M., Express. 6 35 P. M., Express. 8 26
P. M., Express.

Express. 1 10 P. M. Express. 635 P. M., Express. 826 P. M., Express. 1 10 P. M. Express. 635 P. M., Express. 826 P. M., and 328 P. M., Express. 826 P. M., Express. 826 P. M., M., and 328 P. M., Express. 826 P. M., Express. 826 P. M., M., and 328 P. M., Express. 826 P. M., Express. 826

sunday the second of the secon

Accommodation Train from Wi mington for Philadel phia and intermediate stations at 5 °0 F. M. 416 H. F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railrest empany's Lines.

REOM PHILADELPHIA TO NEW YORK and Way Places, from Wainut Street Whatf, will leave

as follows, viz:At 5 A. M., via Camden and Amboy, Accommoda-M. via Camden and Jersey City Express... 3 db M. via Camden and Amboy Express... 3 db M. via Camden and Amboy Accommodation 2 25 5. via Camden and Amboy Accommodate 2 d class. ville, Pemberton, and Vincentown At a ville, Pemberton, and Vincentown At a A. M. for Freehold.
At 5 and 16 A. M., 12 M., 4, 5, 6, and 11 30, P. M. for Fish, house, Pelmyra, Riverton, Progress, Delanca, Beverly, Edsewater, Burington, Fiorence, Bordentown, etc. The 10 A. M., and 4 P. M. thes run direction, etc. The 10 A. M., and 4 P. M. thes run directions. through to Trenton.
LINES FROM KENSINGTON DEPOT WILL LEAVE
At il A M, 430 645 P. M., and 2 P. M. (Night) via
Kensington and Jersey City Excress Lines, fare \$300.
The 645 P. M., Line William daily. Allothers Sundays The 645 P. M. Line Willium daily. All others Sundays excepted.
At 7:30 and 11 A. M., 3:30 4:30, 5, and 6:45 P. M. a. d. a. dnight, for Bristol, Trenton, etc.
At 7 and 10:15 A. M., 12 M., 3:4, 5 and 6:P. M., for Cornwell's Torrisdale Holmesbure, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M., for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and intermedia estations.
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (anandajaun, Fimira, Ithaca, Owego, Rochester, Binghampion, Oswego Synacuse Great Bend, Montrone Wilkesbarre, Scranton Stoudsburg, Water Gap, Belvidere, Laston, Lamberville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethleshem, etc.

hem. etc. A june 1, for Lambertville and intermediate stations. June 1, 1868. WILLIAM H. GATZMER, Agent. June 1, 1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER ARRANGEMENT.

The Trains or the Pennsylvania Central Railroad icave the Debot at Thirty-first and Market Streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains Mann's Baggage Express will car for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

H'REIGHT LINES FOR NEW YORK AND

TREIGHT LINES FOR NEW YORK AND

I sai the stations on the CAMDEN and AMBOY and
connecting Rai-roads. INCEFASED DESFATON.

The CAMDEN AND AMBOY RAILEGAD AND
TRANSPORIATION COMPANY TREIGHT LINES
for New 1 ork will leave WALNUT Street Wharf at 6
o'clock P M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwaided the same day.

Retarning, the above lines will leave New York at 12
noon and 4 and 8 P. M

Freight for Trenton Princeton. Eingston, New Brunswick, and al points on the Camden and Amboy Railroad; aiso, on the Belv dere Delaware and Fiemington the New Jersey, the Freehold and Jamesburg, and
the Burlington and Mount Holly Railroads, received
and forwarded up to 1 P. M.

The Belvidere De aware Reilroad connects at Phillipsburg with the Lebigh Valley Railroad, and at Manunkachunk with all points on the De'aware, Lackawanna,
and Western Railroad, forwarding to cyracuse, Buffalo,
and other boints in Western New York

The New Jersey Central Railroad, and at Newark with
the Morris and Essex Railroad

A silp memorandum, specifying the marks and numbers, shippers, and consignees, must, in every instance,
be sent with each load of goods, or no receipt will be
given.

N. B.—Increased tacilities have been made for the N. B.—Increased iacilities have been made for the ransportation of live stock. Drovers are invited to try the route. When stock is turnished in quantities of two carloads or more it wil be delivered at the foot of Fostich is rect near the Drove Yard, or at Pler No. 1. North River, as the shippers may designate at the time of shippers.

off shipment.

For terms, or other information, apply to

WALTER FREED AN, Preight Agent,

No. 226 S. DELAWARE Avenue, Pulladelphia No. 226 S. DELAWARE Avenue, Philadelphia

ORANGE AND ALEXANDRIA RAILROAD.

On and arrer MONDAY, February 12, two daily trains will run between Washington and Lynchburg, connecting at Gordonsylle with Virginia Central Railroad trains to and from Richmond as follows;—

MAIL TRAIN.

I tave Washington daily (Sunday excepted), at 6 45 A. M., and strive at Lynchburg at 5 45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5 26 P. M.

EXPRESS TRAIN

Leave Lynchburg at 7 A. M. and arrive at Washington at 526 P. M.

Leave Washington delly (including Sunday) at 505 P.

M. and arrive at Lynchburg at 620 A. M.

Leave Lynchburg at 630 F. M. and arrive at Washing; ton at 610 A. M.

Loth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains.

The road is attractive, net only for its comfortable accommodations, but for the fact that it passes the new historic localities of Fairfax, Bull Run. Manassas, Bristos, Callett's, Rappahannock Culpopar, Orange; and Gordon's ville, places of imperishable interest in the popular mind.

Through tickets to all points South and Seuthwest.

popular mind.

Through tickets to all points south and Seuriwest may be had in Boston, New York. Philadelahis, and Baltimore, and at the bases of the road in Washington W. H. McCAFFEBTY. Seneral Supe, Intendence